T-539
RALPH T. WEBSTER (skipjack)
Tilghman, Maryland

RALPH T. WEBSTER is a 47.7' long two-sail bateau, or V-bottomed deadrise type of center-board sloop, commonly referred to as a skipjack. She has a beam of 15.3', a depth of 3.5', and a net registered tonnage of 8. She carries a typical skipjack rig of a jib-headed following traditional Bay design and construction methods. Built in 1905 in Oriole, Maryland as being one of the 35 surviving traditional Chesapeake Bay skipjacks and a member of the last commercial sailing fleet in the United States. RALPH T. WEBSTER is of special working skipjacks to have been built previous to 1912.

Maryland Historical Trust State Historic Sites Inventory Form

Magi No.

DOE _yes _xno

structure both work in progress educational private religious site Public Acquisition work in progress entertainment religious scientific government yes: unrestricted industrial at transport other: 4. Owner of Property (give names and mailing addresses of all own mame Buck Garvin treet & number telephone no.: ity, town Tilghman state and zip code Maryland 21671 5. Location of Legal Description burthouse, registry of deeds, etc. n/a liber treet & number folio state Survey of Surviving Traditional Chesapeake Bay Craft te 1983-1984 federal x state county			referred name)		
2. Location street & number				ALPH T. WEBSTER	historic
street & number		·		skipjack	and/or common
city, town Tilghman				ion	2. Loca
state Maryland 024 county Talbot 041 3. Classification Category Ownership district Apublic building(s) status building(s) building(s) being considered Anot applicable no make Buck Garvin Talbot 041 Talbot 0	n/a not for publishing		Road	Gibsontown	street & number
State Maryland 024 county Talbot 041 3. Classification Category Ownership district		congressional distr	n/a_vicinity of	lghman	city, town
Category Ownership Status Present Use district X public X occupied agriculture park building(s) private unoccupied X commercial park structure both work in progress educational private religious Site Public Acquisition In process Accessible entertainment religious Being considered N period applicable west uncerticed provided industrial and private religious A. Owner of Property (give names and mailing addresses of all own ame Buck Garvin treet & number telephone no.: Ity, town Tilghman state and zip code Maryland 21671 D. Location of Legal Description Durthouse, registry of deeds, etc. n/a liber reet & number folio Sy, town state Survey of Surviving Traditional Chesapeake Bay Craft 1983-1984 federal X state county					
district building(s) — private both — both — work in progress — educational — private — work in progress — educational — private — site — Public Acquisition — work in progress — educational — private — entertainment — religious — site — being considered — yes: unrestricted — government — scientific — no — military — other: 4. Owner of Property (give names and mailing addresses of all own ame — Buck Garvin — state and zip code — Maryland — 21671 — others — ty, town — state and zip code — state — ourthouse, registry of deeds, etc. — n/a — liber — reet & number — folio — sy, town — state — sta				ification	<u>3. Clas</u>
Buck Garvin treet & number nurthouse, registry of deeds, etc. n/a liber reet & number folio y, town state Representation in Existing Historical Surveys Survey of Surviving Traditional Chesapeake Bay Craft 1983-1984 federal * state county	ll park Il private residence ent religious It scientific x transportation	agriculture x commercial educational entertainment government industrial	x occupied unoccupied work in progress Accessible yes: restricted yes: unrestricted	public private both rblic Acquisition in process being considered	district building(s) structure site
ty, town Tilghman state and zip code Maryland 21671 Location of Legal Description Furthouse, registry of deeds, etc. n/a liber Feet & number folio y, town state Representation in Existing Historical Surveys Survey of Surviving Traditional Chesapeake Bay Craft 1983-1984 federal x state county	esses of <u>all</u> owners)	nd mailing addres	ty (give names an	The second secon	
ty, town Tilghman State and zip code Maryland 21671 Location of Legal Description Furthouse, registry of deeds, etc. In/a Index Teet & number Tolio Tolio					
Location of Legal Description Surthouse, registry of deeds, etc. In/a Iiber folio y, town Representation in Existing Surveys of Surviving Traditional Chesapeake Bay Craft 1983-1984 Indicate Maryland 21671 Iiber folio state federal X state		telephone		om an	m.:
urthouse, registry of deeds, etc. n/a eet & number folio y, town Representation in Existing Historical Surveys Survey of Surviving Traditional Chesapeake Bay Craft 1983-1984 federal ** state county	ne no.:			imali	ty, town
Teet & number Tolio y, town Representation in Existing Historical Surveys Survey of Surviving Traditional Chesapeake Bay Craft 1983-1984 Ibber folio state Liber folio state state Liber folio state state Liber folio		and zip code Ma	state a		
reet & number folio y, town Representation in Existing Historical Surveys Survey of Surviving Traditional Chesapeake Bay Craft 1983-1984 federal state		and zip code Man	al Descriptio	on of Lega	. Loca
Representation in Existing Historical Surveys Survey of Surviving Traditional Chesapeake Bay Craft 1983-1984 federalx_statecounty	Maryland 21671	and zip code ^{Ma}	al Descriptio		
Representation in Existing Historical Surveys Survey of Surviving Traditional Chesapeake Bay Craft 1983-1984 federalx_statecounty	Maryland 21671 liber	and zip code ^{Ma}	al Descriptio		urthouse, regist
Survey of Surviving Traditional Chesapeake Bay Craft 1983-1984 federal state county	Maryland 21671 liber	and zip code ^{Ma}	al Descriptio		ourthouse, regist
e 1983-1984federal state county	Maryland 21671 liber folio ate	n	al Descriptio	of deeds, etc. n	eet & number y, town
federal state county	Maryland 21671 liber folio ate urveys	n state	al Descriptio	of deeds, etc. n	reet & number y, town Repre
3/	Maryland 21671 liber folio ate urveys	n state	al Descriptio	Survey of Sur	eet & number y, town Repre
Maryland Historical Trust, 21 State Circle	liber folio ate urveys Craft statecounty loc	state Historical Sur Chesapeake Bay (n Existing F	Sentation i Survey of Sur	urthouse, registreet & number y, town Repre

	Griguon				AND THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER, THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER, THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER, THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER, THE OWNER
Sear Techniques (Inches Search Control of the Contr	And described to represent the contract to the contract of the			Survey No.	T-539
Condition					Posterior de la companyation de
excellent	deteriorated	Check one unaltered	n/aeck one original site		

_ moved

date of move

n/a

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

X altered

_ ruins

__ unexposed

____ fair

This vessel is a 47.7-foot long two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as a "skipjack." She was built in 1905 in Oriole, Maryland for the oyster dredging fleet. a depth of 3.5 feet, with net registered tonnage of 8 tons. She carries a typical She has a beam of 15.3 feet and skipjack rig with a jib-headed mainsail laced to the boom and carried on wood hoops at the mast, and a single large jib with a club on its foot. The wooden hull is painted white with accents in red copper bottom paint on the caprail, the end of the bowsprit, and the board spanning the davits. The bottom is painted red.

The vessel has a modified longhead bow and a straight stem with little rake. Her transom stern is shallow, with a long "tuck" meeting the chine. carried outboard on pintles mounted on the transom and skeg.

The deck is flush, with several deck structures. From the stern forward these include: a box over the steering gear; a main trunk cabin fitted with a slide; a small hatch; a box over the winders; and a main hatch. Some of the fittings for oystering were temporarily removed for the summer. A pushboat is carried on davits

The single mast is well-raked aft, about 15° to 20° . It is set up with double shrouds and deadeyes, as well as with a forestay, jibstay, and topping lift. Lazyjacks are used to quickly furl the sails. The bowsprit is set up with a double chain bobstay and two chain bowsprit shrouds. The boom, new in 1983, is jawed to the

In addition to the decorative red accents on the hull (on caprail, taffrail, end of bowsprit, and davit-board), the vessel has trailboards mounted on the longhead. These are of unfinished wood with the name RALPH T. WEBSTER on them.

0. 3		mednet 	entrest over verschinge	·····································	Survey No.	T-539	
Period	⊢1499 ⊢1599 ⊢1699 ⊢1799 ⊢1899	Areas of Significant archeology-prehi archeology-histor agriculture architecture art x commerce communications	storic ric	heck and justify below community planning conservation economics education engineering exploration/settleme industry Invention	iaw Ilterature Ilterature Indicates Indicates	scl scc scc. hur the	ence ulpture clal/ nanitarian
Specific	dates	1905		Builder/Architect	Unknown		
check:	ar Appli		A	BCD	E _F _G local	x none	
~							

Prepare both a summary paragraph of significance and a general statement of history and support.

This vessel is significant as being one of the 35 surviving traditional Chesapeake Bay skipjacks and a member of the last commercial sailing fleet in the United States. Out of a fleet of hundreds of skipjacks that worked Bay waters in the early years of this century, today only this small number remain to carry on the tradition of working sail.

The skipjack evolved as a distinct type of Bay vessel in the 1890's as a cheaper-to-construct alternative to the earlier bugeyes and other traditional framed craft, in a period when shipbuilding costs were rising and the oyster catch was diminishing. The type was devised by enlarging (to 25 to 60 feet) the hull of the ordinary, unframed, square-sterned Bay crabbing skiff, and giving it a deadrise bottom, a-deck, a cabin, and a sloop rig. The result—with its unframed, hard chine, cross-planked, V-bottom-proved inexpensive to build, easy to repair, and could be constructed by a competent house carpenter. Skipjacks were specifically designed as oyster dredge boats, with wide beams and low freeboard lending stability and providing a large working space on deck. The single masted rig, with sharp-headed mainsail and large jib, was easy to handle, powerful in light winds, and handy in coming about quickly for another pass over the oyster beds.

The Maryland oyster season begins November 1 and ends March 15. Skipjacks must dredge under sail on all days except Mondays and Tuesdays, when they are allowed to use their motorized pushboat for dredging. The pushboat, normally carried on davits at the stern, is lowered into the water and literally "pushes" the skipjack along from behind, the nose of the pushboat resting against a "jig" on the stern of the skipjack. The pushboat can also legally be used to get the skipjack to and from the oyster beds each day. Each skipjack's crew is made up of the captain, who is often also the owner,

RALPH T. WEBSTER is of interest as being one of the older skipjacks still dredging in the Chesapeake fleet. She was built in 1905 in Oriole, Maryland following traditional Bay-area design and construction methods. She has worked in the oyster-dredging fleet since her building, based at Deal Island until sold to Tilghman owners in the 1960s. The vessel is one of the 21 surviving working skipjackstto have been built previous to 1912, although, like the other members of the fleet, she has been much repaired over the years. RALPH T. WEBSTER is known for having captains well along in years—Capt John Wilson, who dredged her at the age of 91, and Capt. William Berridge, who worked her when he was close to 80.

See Thematic Group nomination cover form, Continuation Sheets T-539

	phical Data			Marie Constant Const
Quadrangle name Tilgh	erty less than one	acre	ki isaasaka kala	z.Tr
		生 医原生	Quadrangi	e scale 1.24000
do NOT	complete UTM reference	es		24000
1/18 384240	14,218,515,510	В		
Zone Easting	Northing			
c		Zone	Easting	Northing
E . .		D		1 1 1 1 1
		F []		
		н1.11		
Verbal boundary dosesing				
Verbal boundary descript	ion and justification			
Item 2. Histo	vessel is usually oric boundaries are	docked at t	he location	indicated in
			us with the	hull.
List all states and countie			us with the	hull.
	es for properties overlappi		us with the	hull.
List all states and counties	es for properties overlappi	ng state or cou	us with the	hull.
List all states and counties state n/a	code c	ng state or cou	us with the	hull.
List all states and countie	code c	ng state or cou	us with the	hull.
List all states and counties state n/a state	code code code	ng state or cou	us with the	hull.
List all states and counties state n/a state 11. Form Pre	code code code code code code code code	ng state or cou	us with the	hull.
List all states and counties state n/a state 11. FORM Pre name/title Anne With Radcliffe	code code code code code code code code	ounty	nty boundaries	hull.
List all states and counties state n/a state 11. FORT Pre name/title Anne Wit- Radcliffe Maryland	code code code code code code code code	ounty date	May, 1984	code code
List all states and counties state n/a state 11. FORM Pre name/title Anne With Radcliffe	code code code code code code code code	ounty date	May, 1984	code code

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

Maryland Historical Trust return to: Shaw House 21 State Circle Anneralis, Maryland 21401

(30. 269-2438

Maryland Historical Trust State Historic Sites Inventory Form

Magi No. 2105395733

DOE __yes __no

1. Nan	ne (indicate pro	eferred name)			
historic	RALPH T. WEBSTER				
and/or common	skipjack				
2. Loc	ation				
street & numbe	r Gubsontoun Read			not for publication	ì .
city, town	Tilghman	vicinity of	congressional district		
state	Maryland	county	Talbot		
3. Clas	ssification				
Category district building(s) structure site Site	Ownership _X public private both Public Acquisition in process being consideredx not applicable	Status X occupied unoccupied work in progress Accessible X yes: restricted yes: unrestricted no	Present Use agriculture commercial educational entertainment government industrial military	museum park private resider religious scientific transportation other:	
4. Owr	ner of Prope	rty (give names an	nd mailing address	es of <u>all</u> owners)	
name B	uck Garvin				
street & number	•		telephone 1	no.:	
city, town	Tilghman	state	and zip code Mary	yland 21671	
5. Loc	ation of Lega	al Descriptio)n		
courthouse, reg	istry of deeds, etc.			liber	
street & number	,			folio	
city, town			state		
6. Rep	resentation	in Existing	Historical Sur	veys	
title					
date			federal sta	ate county	local
pository for s	urvey records				
city, town			state		

7. Description Condition excellent moved moved Survey No. T-539 Check one moved date of move

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

__ fair

_ unexposed

This vessel is a 47.7-foot long two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as a "skipjack." She was built in 1905 in Oriole, Maryland for the oyster dredging fleet. She has a beam of 15.3 feet and a depth of 3.5 feet, with net registered tonnage of 8 tons. She carries a typical skipjack rig with a jib-headed mainsail laced to the boom and carried on wood hoops at the mast, and a single large jib with a club on its foot. The wooden hull is painted white with accents in red copper bottom paint on the caprail, the end of the bowsprit, and the board spanning the davits. The bottom is painted red.

The vessel has a modified longhead bow and a straight stem with little rake. Her transom stern is shallow, with a long "tuck" meeting the chine. The rudder is carried outboard on pintles mounted on the transom and skeg.

The deck is flush, with several deck structures. From the stern forward these include: a box over the steering gear; a main trunk cabin fitted with a slide; a small hatch; a box over the winders; and a main hatch. Some of the fittings for oystering were temporarily removed for the summer. A pushboat is carried on davits over the stern.

The single mast is well-raked aft, about 15° to 20°. It is set up with double shr is and deadeyes, as well as with a forestay, jibstay, and topping lift. Lazyjacks are used to quickly furl the sails. The bowsprit is set up with a double chain bobstay and two chain bowsprit shrouds. The boom, new in 1983, is jawed to the mast.

In addition to the decorative red accents on the hull (on caprail, taffrail, end of bowsprit, and davit-board), the vessel has trailboards mounted on the longhead. These are of unfinished wood with the name RALPH T. WEBSTER on them.

1400-1499 1500-1599 1600-1699 1700-1799 1800-1899 1900-	archeology-historic agriculture architecture art commerce communications	conservation conservation conservation conservation conservation conservation/settlement conservation/settlement conservation		science sculpture social/ humanitarian theater x transportation other (specify)
Specific dates	s 1905	Builder/Architect	Unknown	, in the second
	licable Criteria:A and/or	BCD	E F G	

Survey No.

T-539

8. Significance

Prepare both a summary paragraph of significance and a general statement of history and support.

state local

Level of Significance: national

This vessel is significant as being one of the 36 surviving traditional Chesapeake Bay skipjacks and a member of the last commercial sailing fleet in the United States. Out of a fleet of hundreds of skipjacks that worked Bay waters in the early years of this century, today only this small number remain to carry on the tradition of working sail.

The skipjack evolved as a distinct type of Bay vessel in the 1890's as a cheaper-to-construct alternative to the earlier bugeyes and other traditional framed craft, in a period when shipbuilding costs were rising and the oyster catch was diminishing. The type was devised by enlarging (to 25 to 60 feet) the hull of the ordinary, unframed, quare-sterned Bay crabbing skiff, and giving it a deadrise bottom, a-deck, a cabin, and a sloop rig. The result—with its unframed, hard chine, cross-planked, V-bottom-proved inexpensive to build, easy to repair, and could be constructed by a competent house carpenter. Skipjacks were specifically designed as oyster dredge boats, with wide beams and low freeboard lending stability and providing a large working space on deck. The single masted rig, with sharp-headed mainsail and large jib, was easy to handle, powerful in light winds, and handy in coming about quickly for another pass over the oyster beds.

The Maryland oyster season begins November 1 and ends March 15. Skipjacks must dredge under sail on all days except Mondays and Tuesdays, when they are allowed to use their motorized pushboat for dredging. The pushboat, normally carried on davits at the stern, is lowered into the water and literally "pushes" the skipjack along from behind, the nose of the pushboat resting against a "jig" on the stern of the skipjack. The pushboat can also legally be used to get the skipjack to and from the oyster beds each day. Each skipjack's crew is made up of the captain, who is often also the owner, and five crew members.

RALPH T. WEBSTER is of interest as being one of the older skipjacks still dredging in the Chesapeake fleet. She was built in 1905 in Oriole, Maryland following traditional Bay-area design and construction methods. She has worked in the oyster-dredging fleet since her building, based at Deal Island until sold to Tilghman owners in the 1960s. The vessel is one of the 19 surviving working skipjacks to have been built previous to 1912, although, like the other members of the fleet, she has been much repaired over the years. RALPH T. WEBSTER is known for having captains well along in years—Capt John—Tilson, who dredged her at the age of 91, and Capt. William Berridge, who worked her when e was close to 80.

9. Major Bibliographical References

Survey No.

Maryland 21201

state

T-539

Howard I. Chapelle, American Small Sailing Craft (New York: W.W. Norton, 1951)

H.I. Chapelle, Chesapeake Bay Skipjacks (St. Michaels, Md: CBMM, n.d.)

10. Geograph	nical Data				e se
Acreage of nominated property	1	:			
Quadrangle name	<u> </u>		Quadrang	le scale	
UTM References do NOT co	omplete UTM refe	rences	gan, et Rust Grag		
Zone Easting	Northing	B Zone	Easting	Northing	_
c		D		dada kir	1
E		F			
G		H			
Verbal boundary description	n and justification				
List all states and counties	for properties ove	rlapping state or co	ounty boundaries		
state	code	county		code	
state	code	county		code	
11. Form Pre	pared By				, and
name/title Anne Witty/	M.E. Hayward				
organization Maryland Hi	istorical Societ	y d a	ate 5/84		
street & number 201 W. Mor	nument St.	te	lephone 685-37	50	

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to:

Baltimore

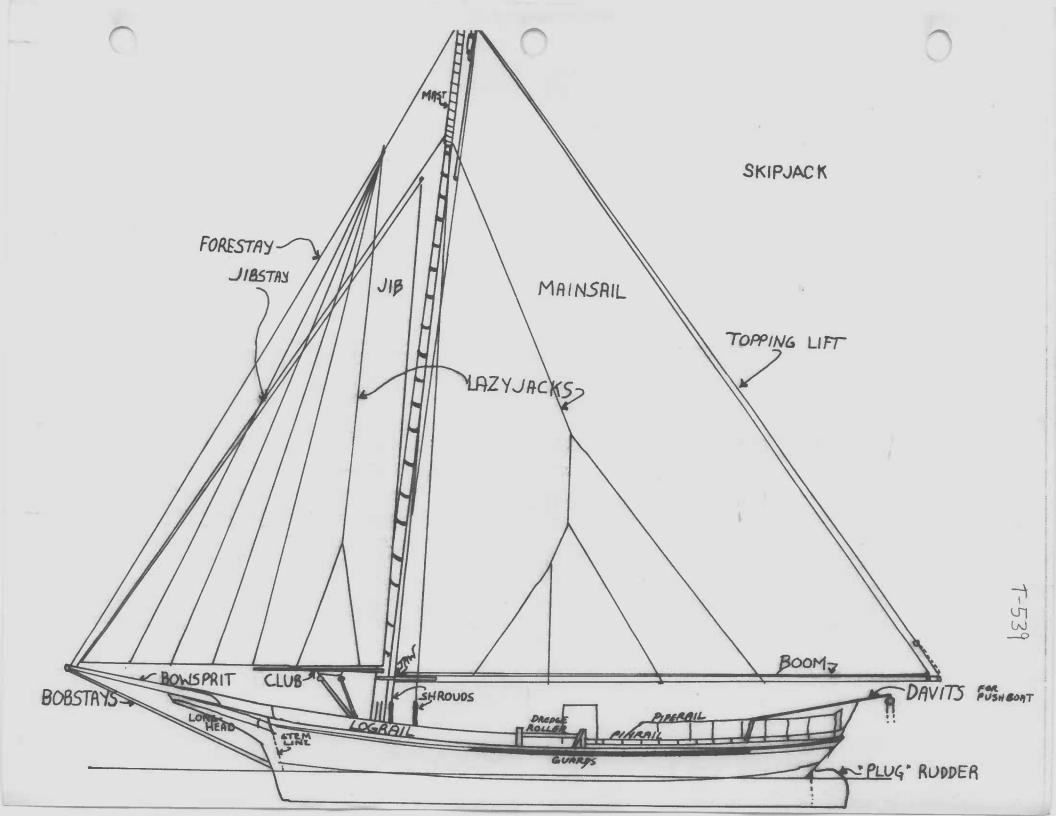
city or town

Maryland Historical Trust

Shaw House 21 State Circle

Annapolis, Maryland 21401

(301) 269-2438





T-539

RALPH T. WEBSTER Tilghman, Md

8720

starboard side M.C. Wootton

10/83



T-539

RALPH T. WEBSTER Tilghman, Md

stern (RT.)

M.C. Wootton 10/83



T-539

RALPH T. WEBSTER Tilghman, Md

port bow M. C. Wootton

10/83



314-10

T-539

RAPLH T. WEBSTER Tilghman, Md.

Stern M.C. Wootton 10/83